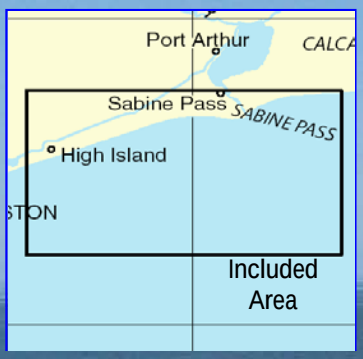
BookletChart™

Sabine Bank

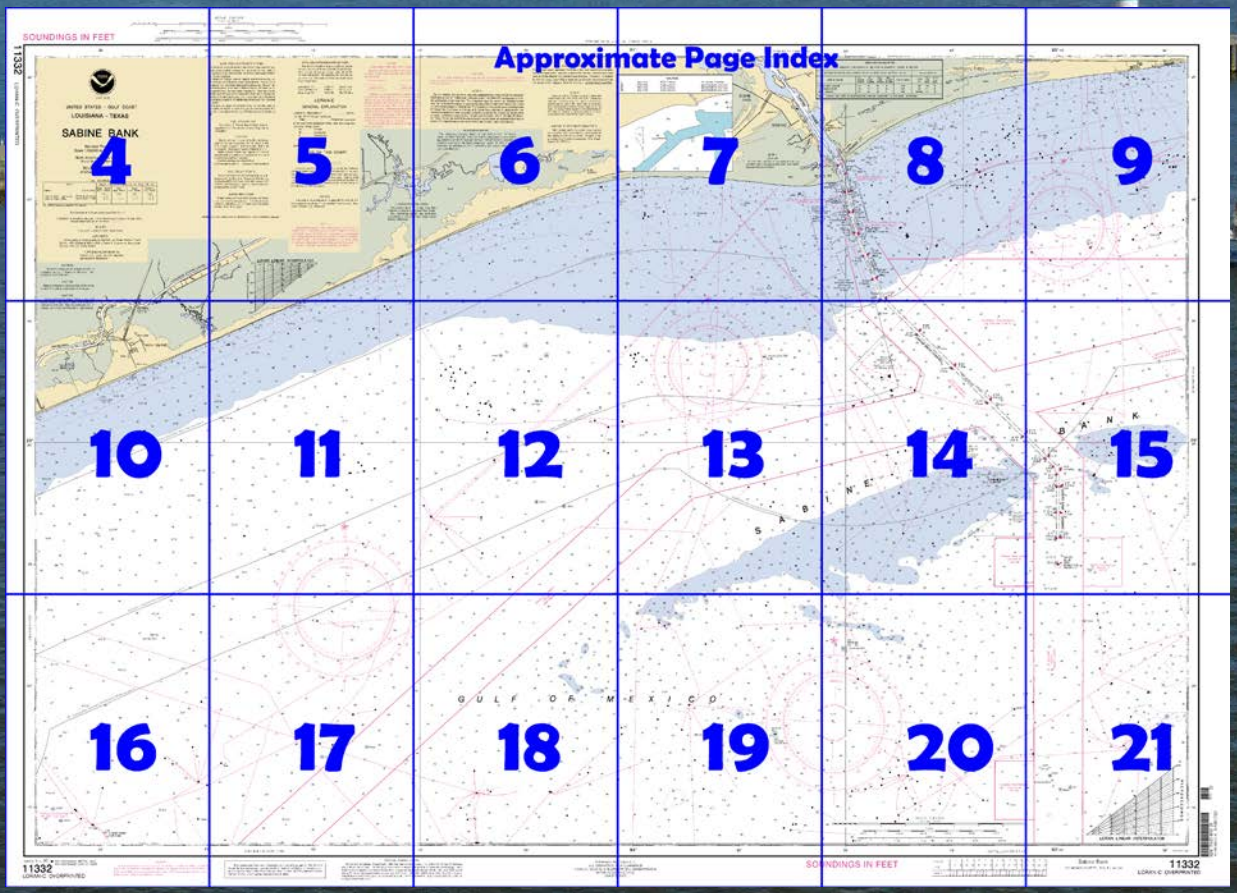
NOAA Chart 11332

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

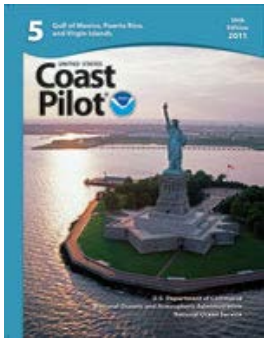
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11332.



(Selected Excerpts from Coast Pilot)

High Island, a small settlement on the mainland about 30 miles W of Sabine Pass, is a mound about 1 mile in diameter and 40 feet high, the highest land on the coast between Sabine Pass and Galveston. It is a conspicuous landmark for vessels making, or standing along the coast. Numerous oil derricks are on the mound, and about 1.5 miles N are two 132-foot towers for a transmission line crossing the Intracoastal Waterway.

Gasoline, water, and provisions can be obtained in the town. The ruins of a long fishing pier extend about 0.7 mile into the Gulf.

Rollover Pass, about 6.5 miles WSW of High Island, is a shallow inlet from the Gulf into East Bay, which is not passable for even the smallest of outboard craft because of very strong tidal currents, reported obstructions, and shifting bottom. The pass is baldheaded with steel piling. The village of **Gilchrist** is on the pass. Gasoline is available in cans from a station near the pass, and water and ice can be obtained at several nearby bait stands.

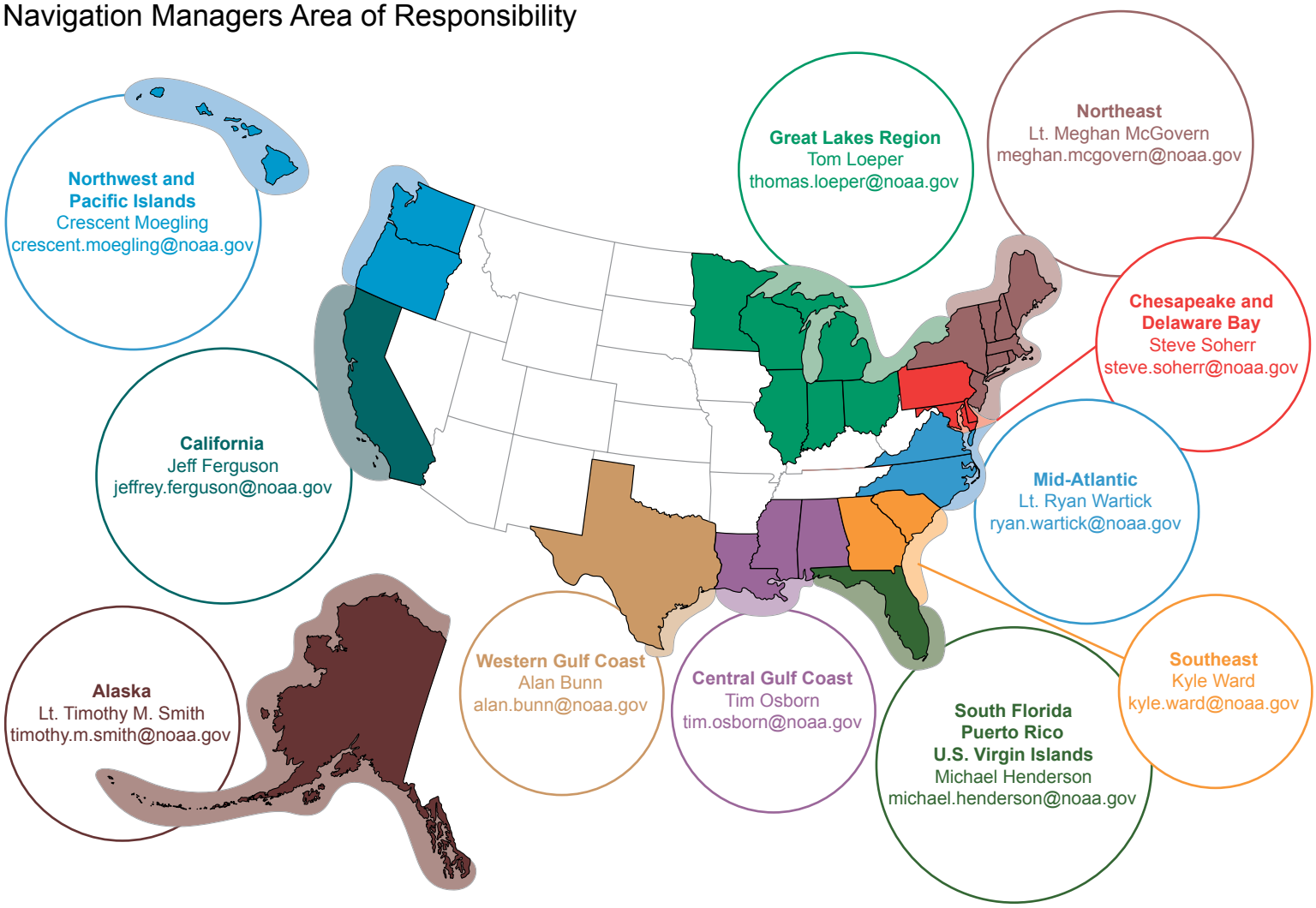
Heald Bank, lying 34 miles E of Galveston and 27 miles offshore, is nearly 5 miles long in a NE and SW direction. Depths of 25 to 35 feet extend over the bank, and depths of 50 to 60 feet are found as close as 1.5 to 2 miles to the SE. In a heavy sea Heald Bank should be avoided by all vessels, including those of moderate draft which could pass over it in smooth water. A 33-foot spot, marked by a buoy, is about 11 miles SW of the bank.

Currents.–The currents at Heald Bank are due largely to winds. In calm weather or with light breezes, little current is experienced. Wind velocities of 20 to 35 knots produce currents of about 0.5 to 1 knot, setting in a direction approximately fair with the wind. In February 1919, a velocity of 2.6 knots in a SW direction was observed; a N wind of about 45 knots was blowing at this time. From observations made during the first 6 months of 1915, the average drift was one-fourth knot, setting in a W direction.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

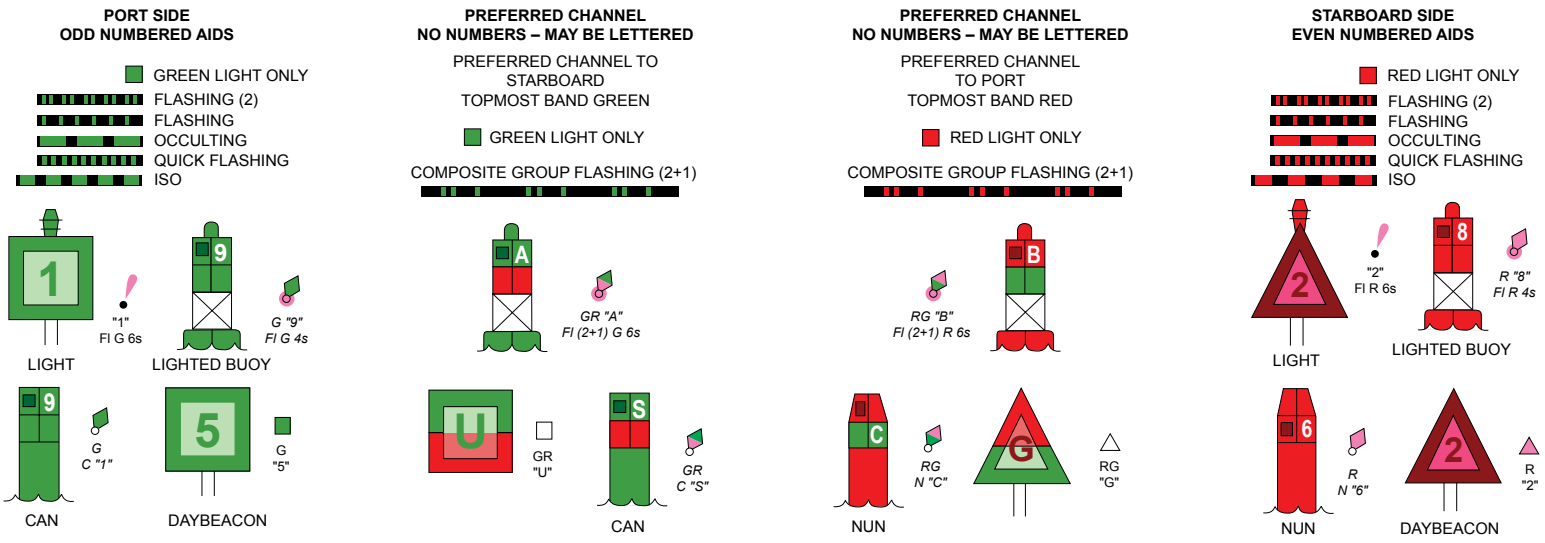


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SCALE 1:80,000
Nautical Miles
1 ½ 0 1 2 3 4 5 6
Yards
1000 0 2000 4000 6000 8000 10000
Meters
1000 0 2000 4000 6000 8000 10000

SOUNDINGS IN FEET

11332

25' 20' 15'

45' 40' 35'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES

LOUISIANA - TEXAS

SABINE BANK

Mercator Projection
Scale 1:80,000 at Lat. 29°29'30"

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Sabine Bank Lighthouse	(29°28'N/93°43'W)	2.8	---	---

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Dec 2012)

For Symbols and Abbreviations see Chart No. 1

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.
Demarcation lines are shown thus: ————

HEIGHTS
Heights in feet above Mean High Water.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 5 for important supplemental information.

HURRICANES AND TROPICAL STORMS
Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.
Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have been uncovered or moved.
Mariners are urged to exercise extreme caution and are requested to report aids to navigation discrepancies and hazards to navigation to the nearest United States Coast Guard unit.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

Additional information can be obtained at nauticalcharts.noaa.gov.

NOAA WEATH
The NOAA We
below provide co
The reception r
nautical miles fro
as much as 100
high elevations.

Galveston, TX
Lake Charles, LA
Beaumont, TX

Temporary
navigation are
Local Notice to

Improved ch
subject to shoa

Survey pla
stakes, some s
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Navigation regulatio
Coast Pilot 5. Addition
lished in the Notice to M
regulations may be obta
8th Coast Guard District
of the District Engineer,
Refer to charted re

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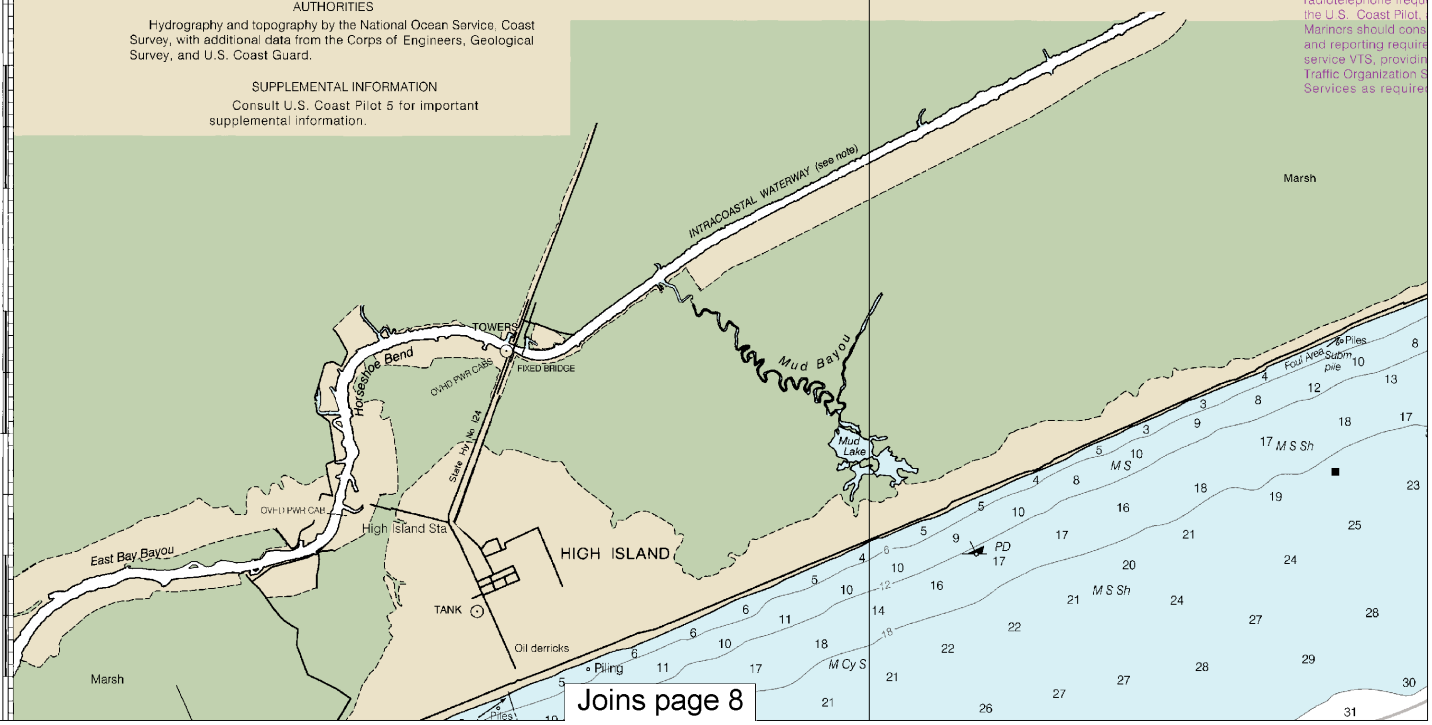
is North America
for charting pu
to the World Ge
Geographic p
American Datu
average of 0.80
to agree with th

The U.S. Coast Gu
Traffic Services (VTS)
offshore approache
mandatory participa
radiotelephone frequ
the U.S. Coast Pilot.
Mariners should cons
and reporting require
service VTS, providin
Traffic Organization S
Services as require



Joins page 8

4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.
Nautical Miles
1 0 1 2 3 4 5 6 7
Yards
1000 0 2000 4000 6000 8000 10000

10' 05'

THER RADIO BROADCASTS
Weather Radio stations listed
continuous weather broadcasts.
range is typically 20 to 40
om the antenna site, but can be
0 nautical miles for stations at

KHB-40	162.550 MHz
KHB-42	162.400 MHZ
WXK-28	162.475 MHz

CAUTION
ary changes or defects in aids to
e not indicated on this chart. See
to Mariners.

CAUTION
channels shown by broken lines are
oaling, particularly at the edges.

CAUTION
platforms, signs, pipes, piles, and
e submerged, may exist along the
hannels. Piles and platforms are not
e they interfere with a light symbol.

NOTE A
tions are published in Chapter 2, U.S.
ons or revisions to Chapter 2 are pub-
Mariners. Information concerning the
tained at the Office of the Commander,
ot in New Orleans, LA, or at the Office
r, Corps of Engineers in Galveston, TX.
regulation section numbers.

HORIZONTAL DATUM
ontal reference datum of this chart
ican Datum of 1983 (NAD 83), which
purposes is considered equivalent
Geodetic System 1984 (WGS 84).
positions referred to the North
tum of 1927 must be corrected an
801" northward and 0.633" westward
this chart.

NOTE C
Guard operates a mandatory Vessel
) on the Sabine - Neches Waterway and
nes. Vessel operating procedures,
pation boundaries, and designated
quencies are published in 33 CFR 161,
t, and the VTS Port Arthur User Manual.
sult these sources for applicable rules
irements. "Port Arthur Traffic" is a full
ing a continuous Information Service:
Services and Navigational Assistance
ed.

CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area — Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.

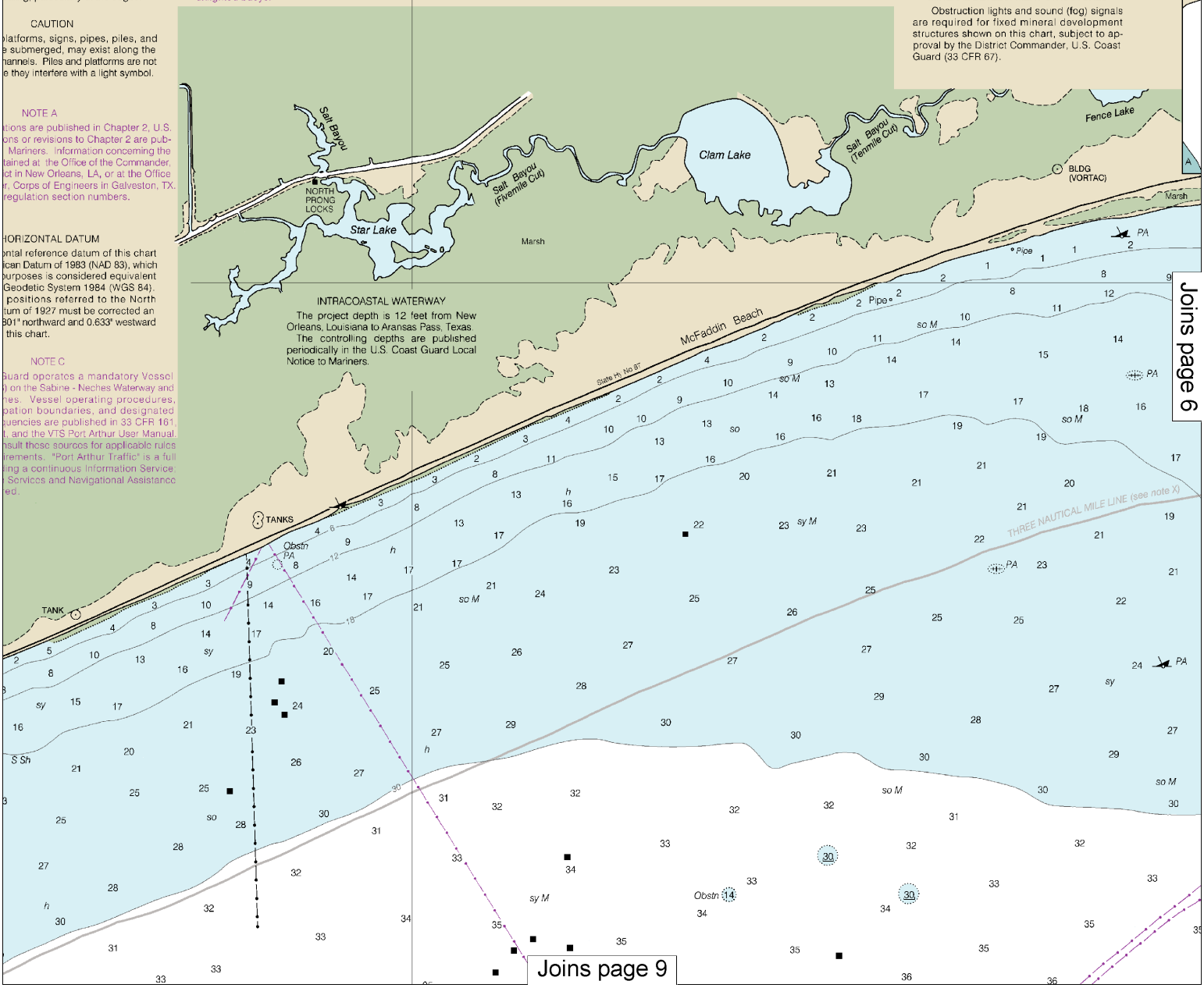
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE X
Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

NOTE S
Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

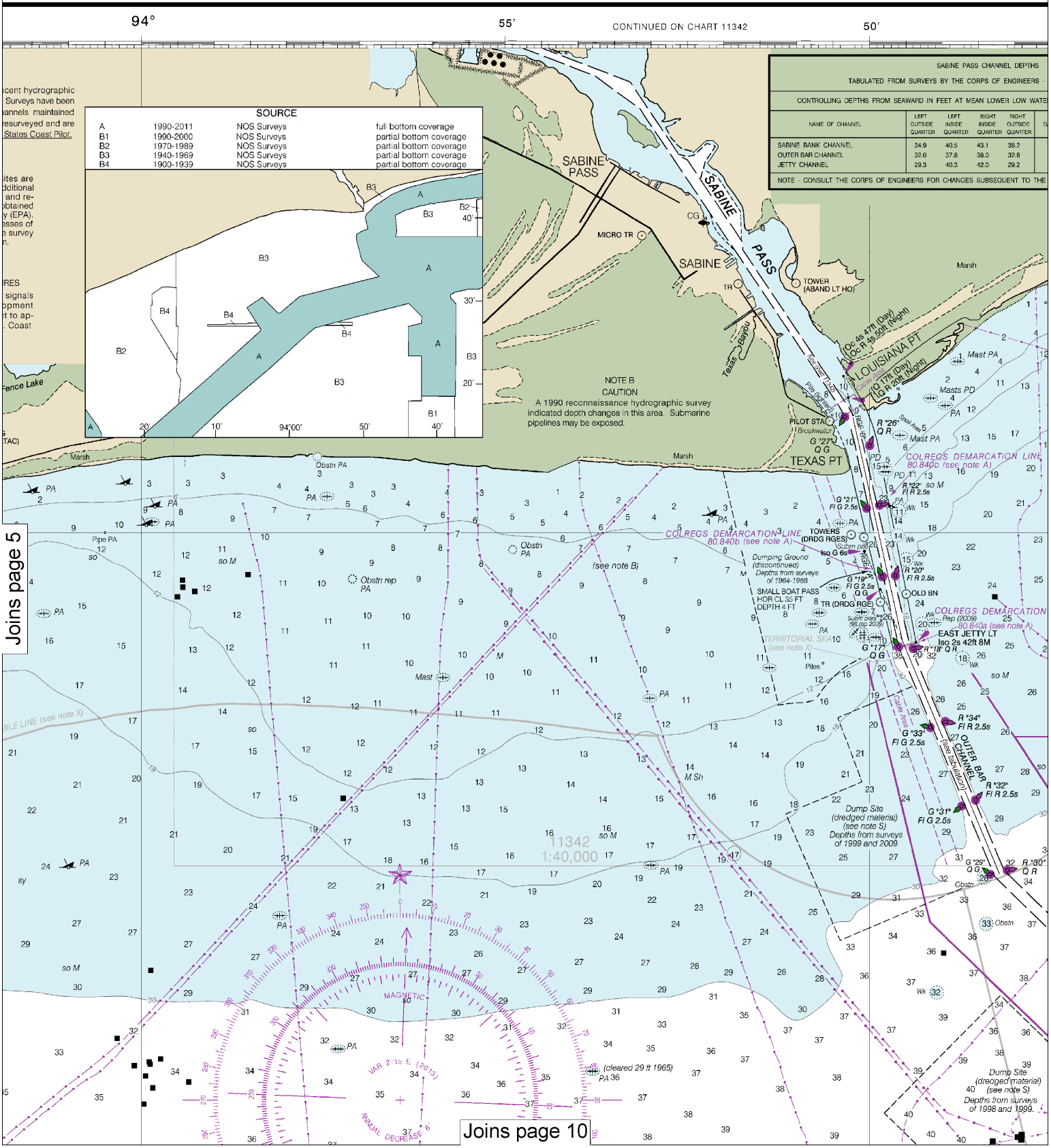
MINERAL DEVELOPMENT STRUCTURES
Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).



Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale.
The new scale is 1:114285. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



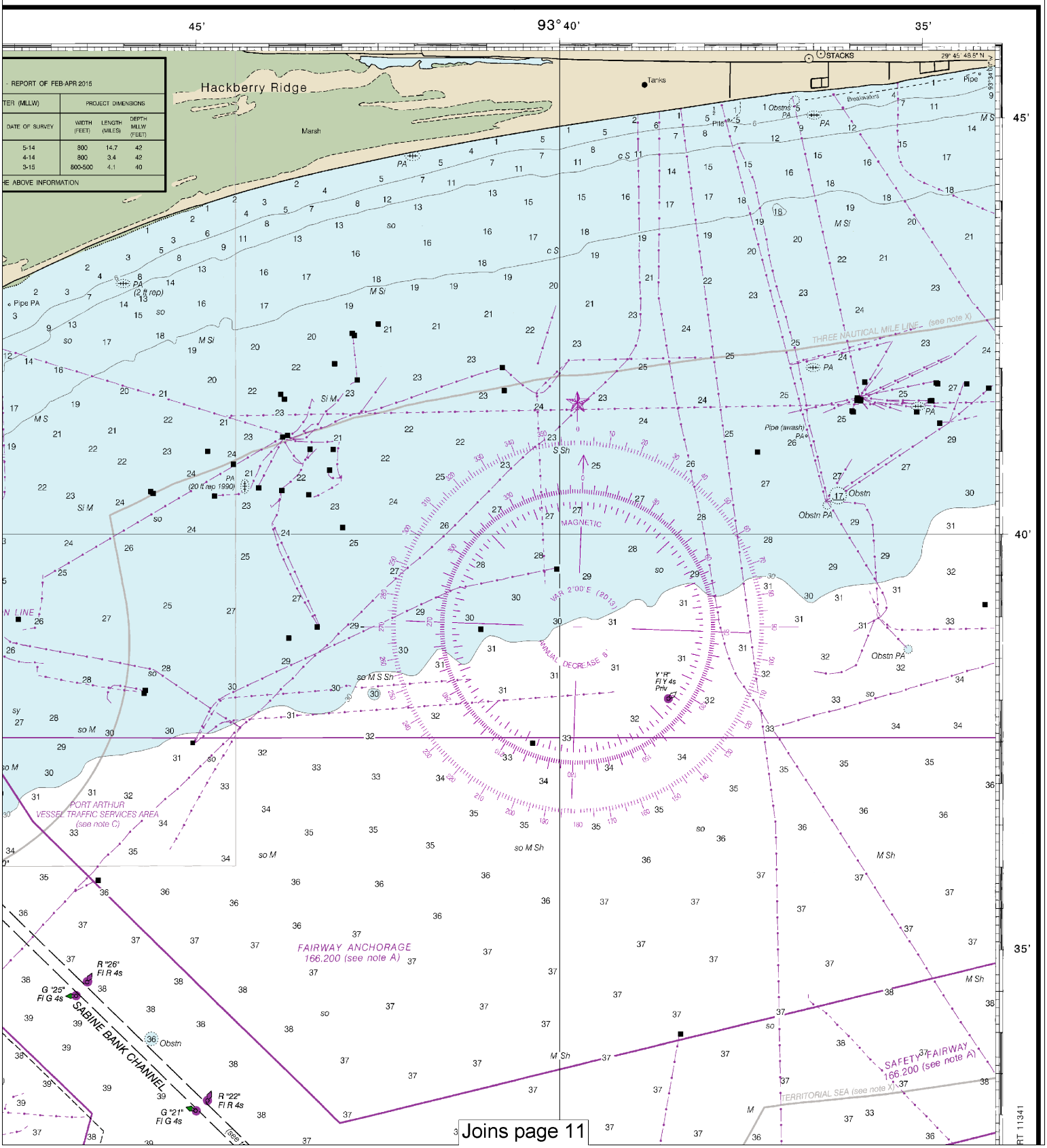
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

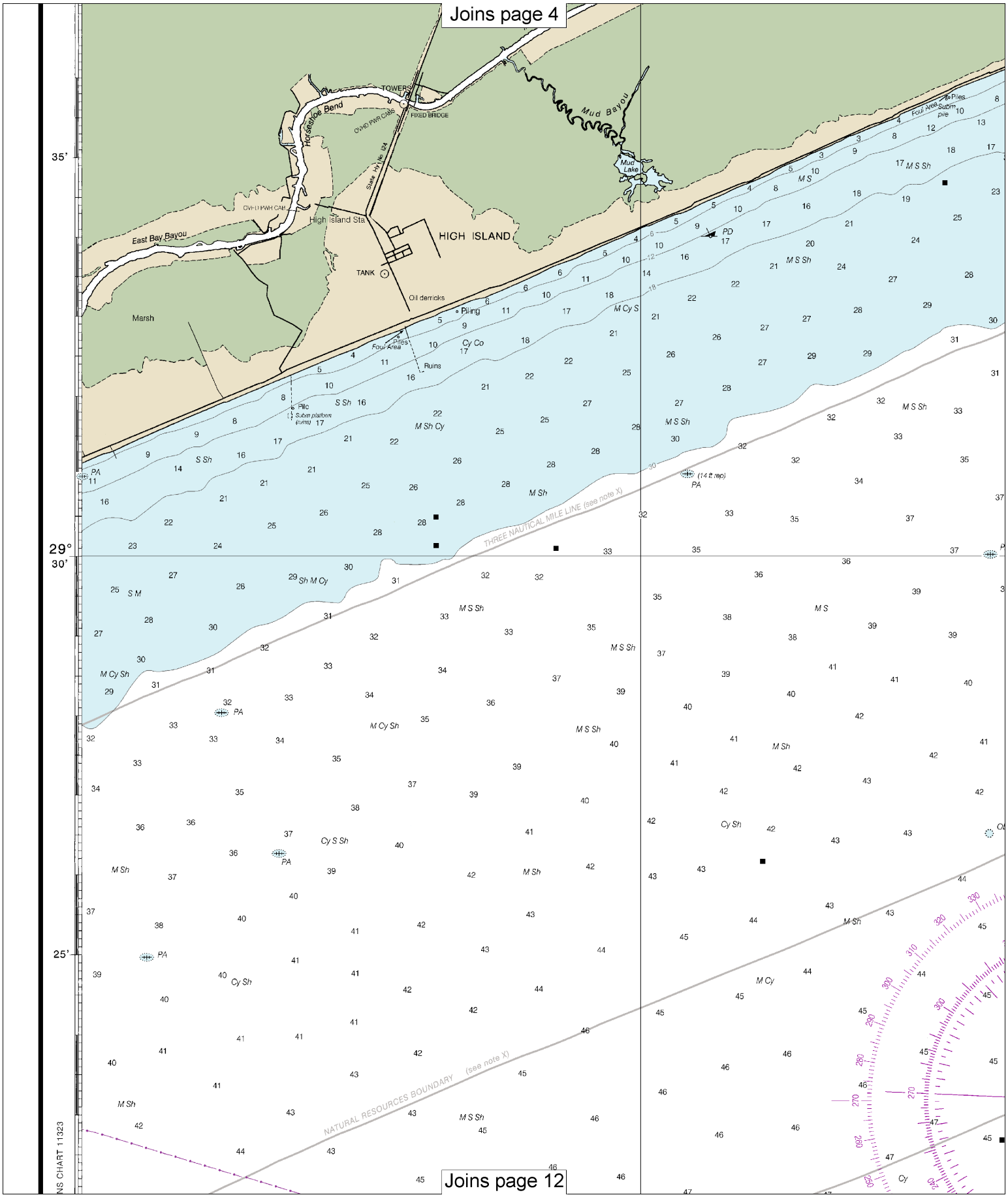


Joins page 11

Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

Last Correction: 11/7/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

Joins page 4



Joins page 12

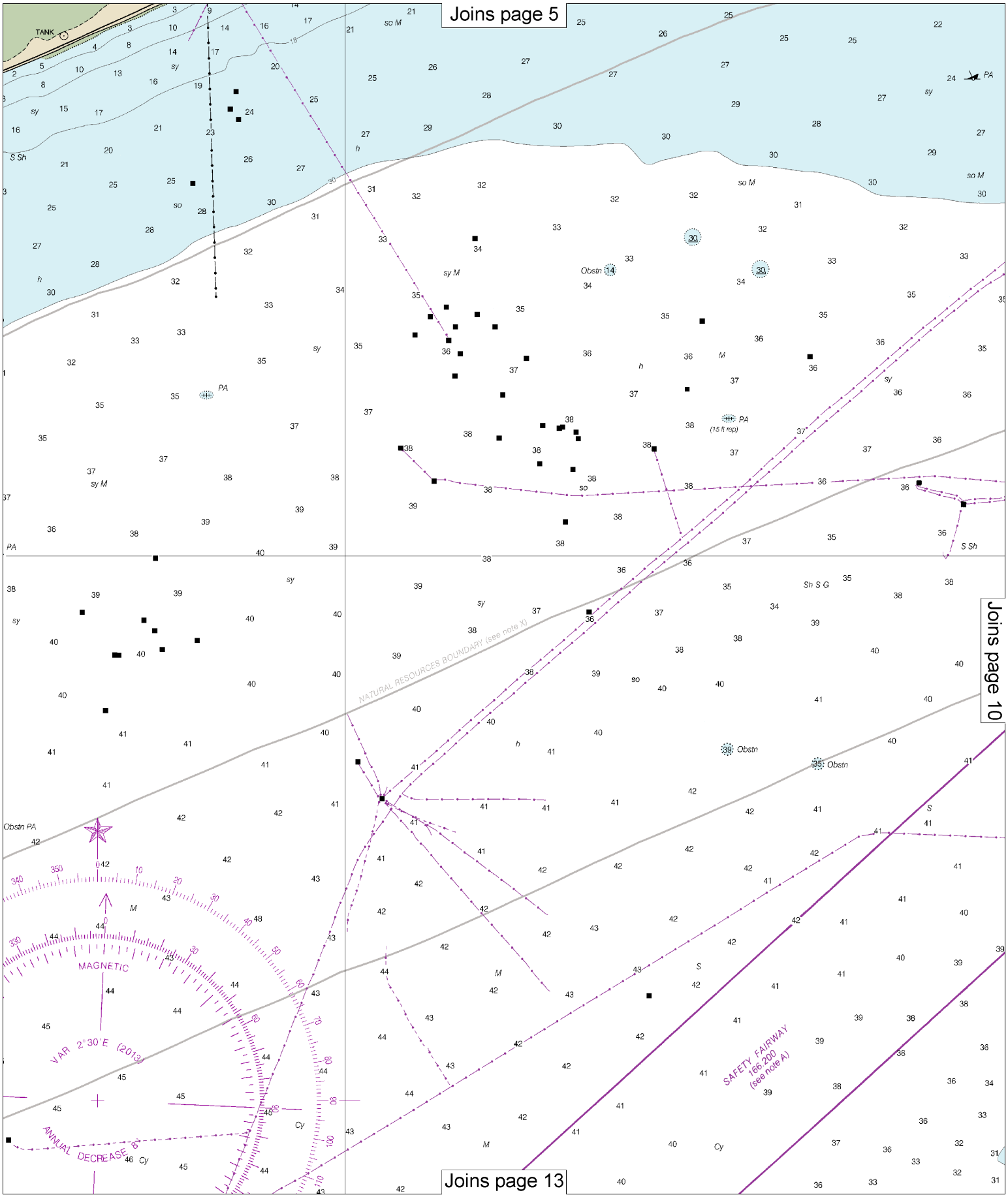
Note: Chart grid lines are aligned with true north.

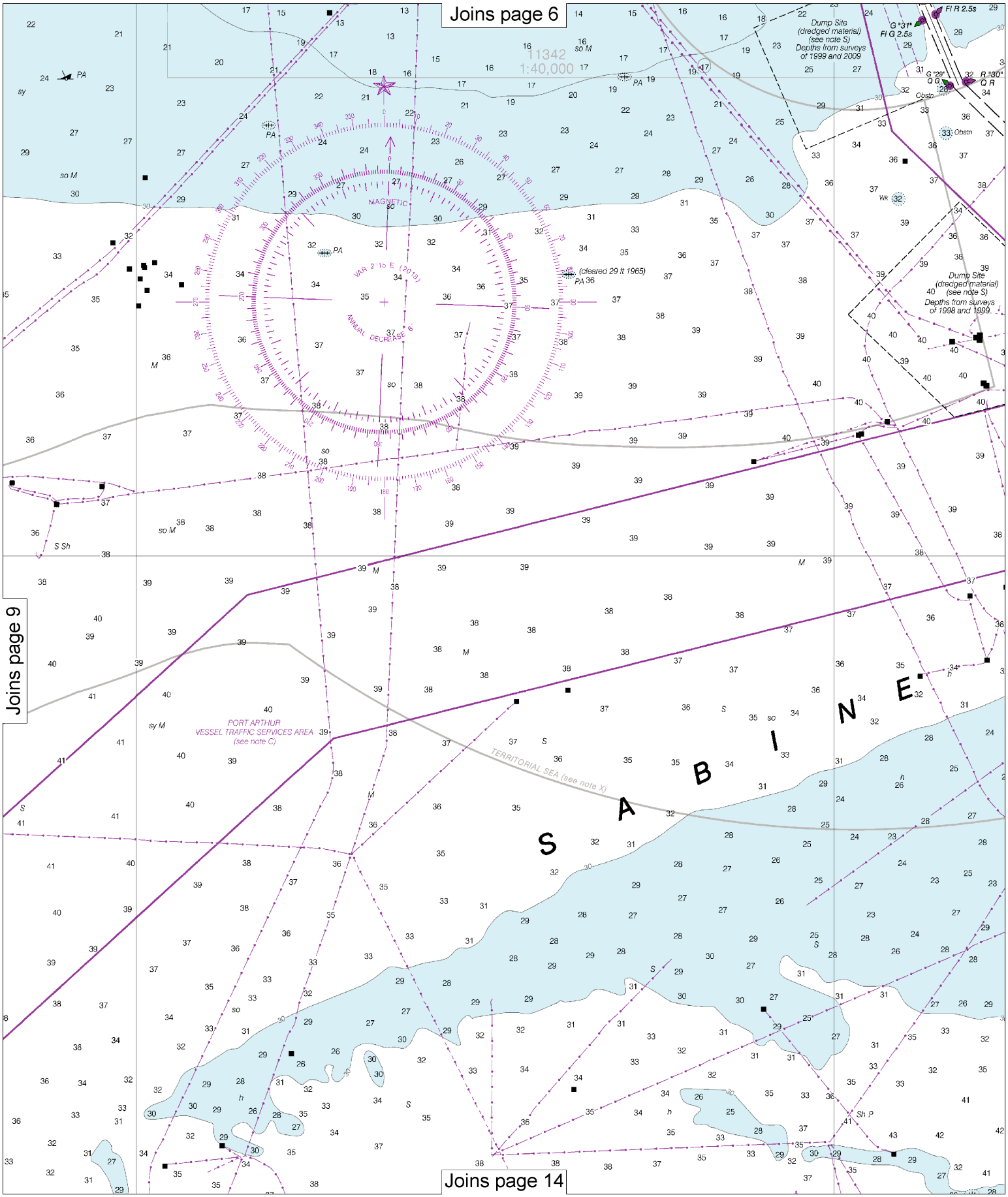
Printed at reduced scale. ~~SCALE 1:80,000~~ See Note on page 5.

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

NS CHART 11323


Joins page 5
Joins page 10
Joins page 13
TANK
PA
Obstn
Obstn PA
S Sh
Sh S G
sy M
so M
so
sy
h
M
Cy
NATURAL RESOURCES BOUNDARY (see note X)
MAGNETIC
VAR 2°30'E (2013)
ANNUAL DECREASE 8'
SAFETY FAIRWAY
166:200
(see note A)
(15 ft rep)



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

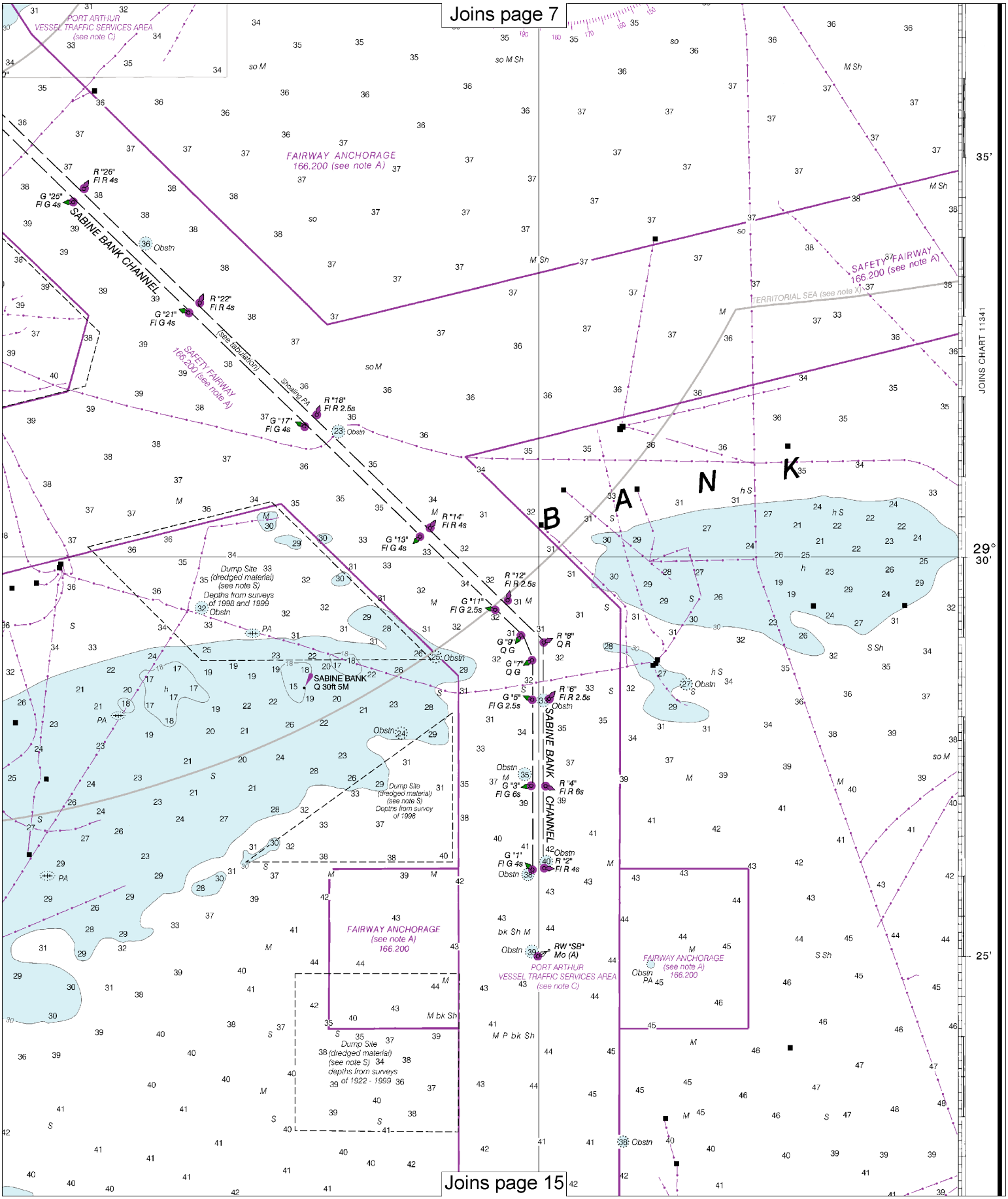
Nautical Miles

1 0 1 2 3 4 5 6 7

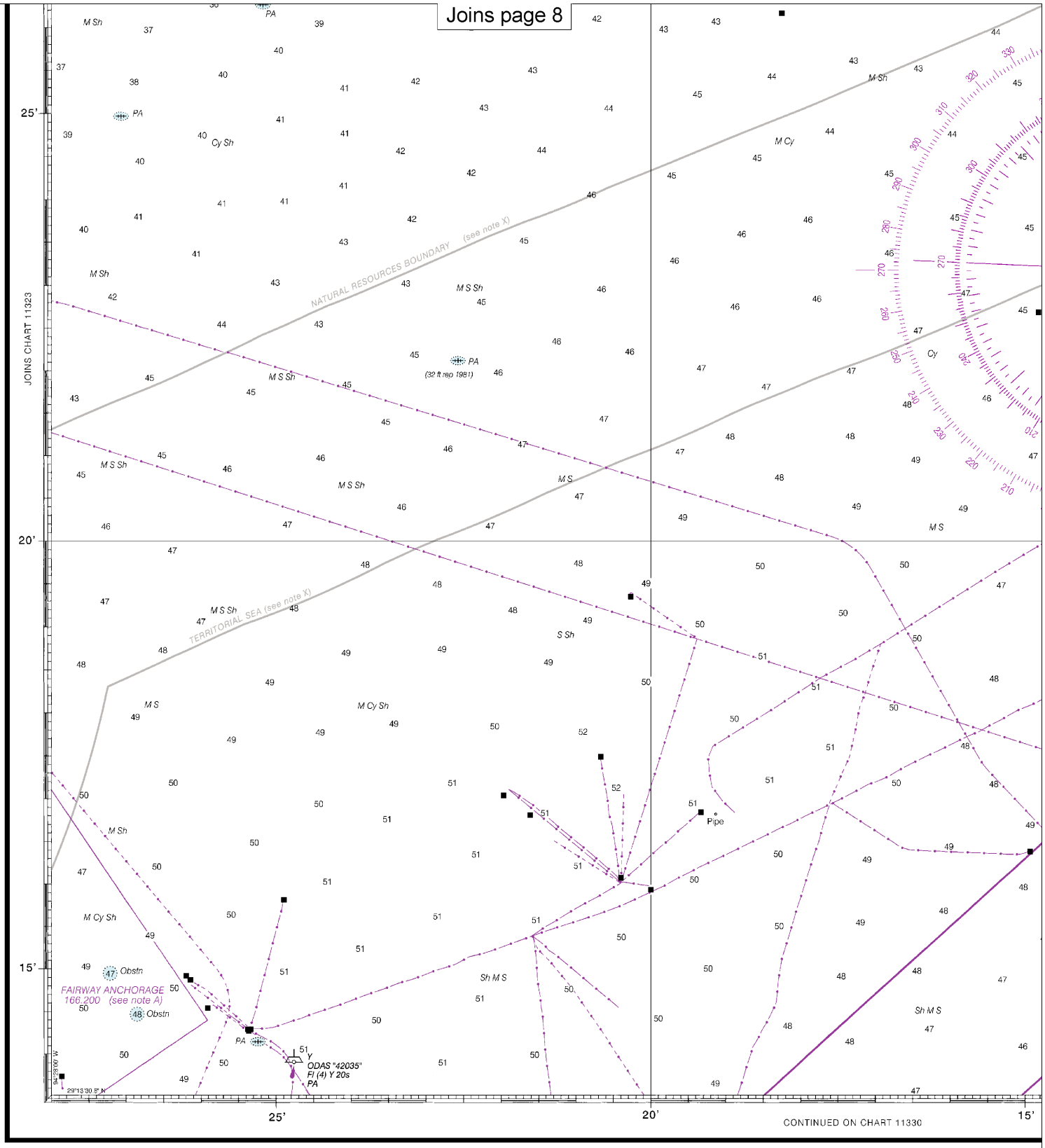
Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 7
PORT ARTHUR VESSEL TRAFFIC SERVICES AREA (see note C)
FAIRWAY ANCHORAGE 166.200 (see note A)
SABINE BANK CHANNEL
(see tabulation)
Shoaling PA
SAFETY FAIRWAY 166.200 (see note A)
TERRITORIAL SEA (see note X)
R "26" Fl R 4s
G "25" Fl G 4s
R "22" Fl R 4s
G "21" Fl G 4s
R "18" Fl R 2.5s
G "17" Fl G 4s
R "14" Fl R 4s
G "13" Fl G 4s
R "12" Fl R 2.5s
G "11" Fl G 2.5s
R "8" Q R
G "9" Q G
G "7" Q G
R "6" Fl R 2.5s
G "5" Fl G 2.5s
R "4" Fl R 6s
G "3" Fl G 6s
R "2" Fl R 4s
G "1" Fl G 4s
RW "SB" Mo (A)
SABINE BANK Q 30ft 5M
Obstn
Dump Site (dredged material) (see note S) Depths from surveys of 1998 and 1999
Dump Site (dredged material) (see note S) Depths from survey of 1998
Dump Site (dredged material) (see note S) depths from surveys of 1922 - 1999
FAIRWAY ANCHORAGE (see note A) 166.200
PORT ARTHUR VESSEL TRAFFIC SERVICES AREA (see note C)
BANK
35'
29° 30'
25'
JOINS CHART 11341
Joins page 15

Joins page 8



33rd Ed., Jan. / 13
11332

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The Natic Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Oc Service, NOAA, Silver Spring, Maryland 20910-3282.

Last Correction: 11/7/2016. Cleared through:
LNM: 4516 (11/8/2016), NM: 4416 (10/29/2016)

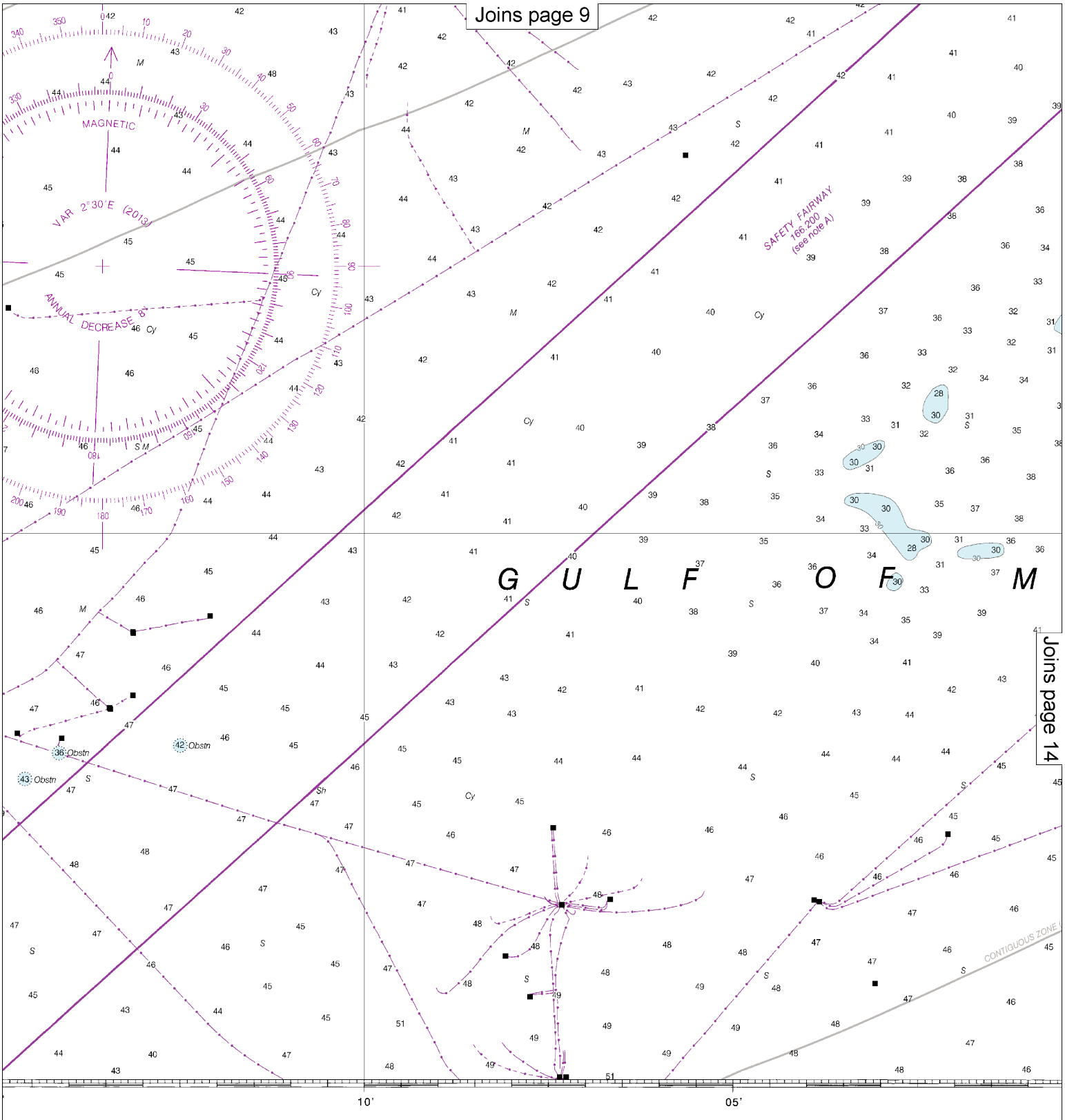
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.



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U.S. DEPARTMENT O
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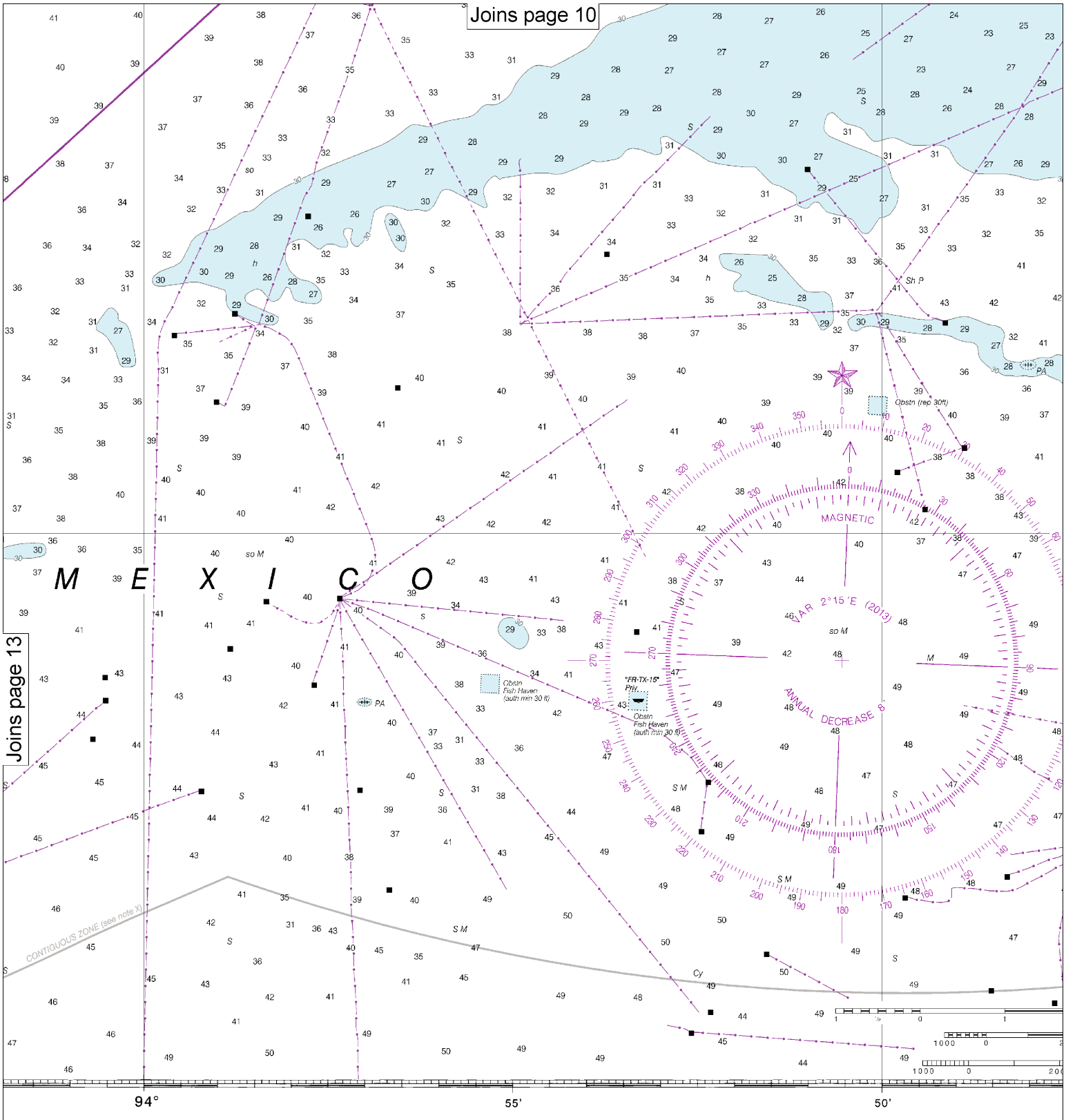
NATIONAL OCEAN
COAST SUR



Published at Washington, D.C.
S. DEPARTMENT OF COMMERCE
CEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FEET

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

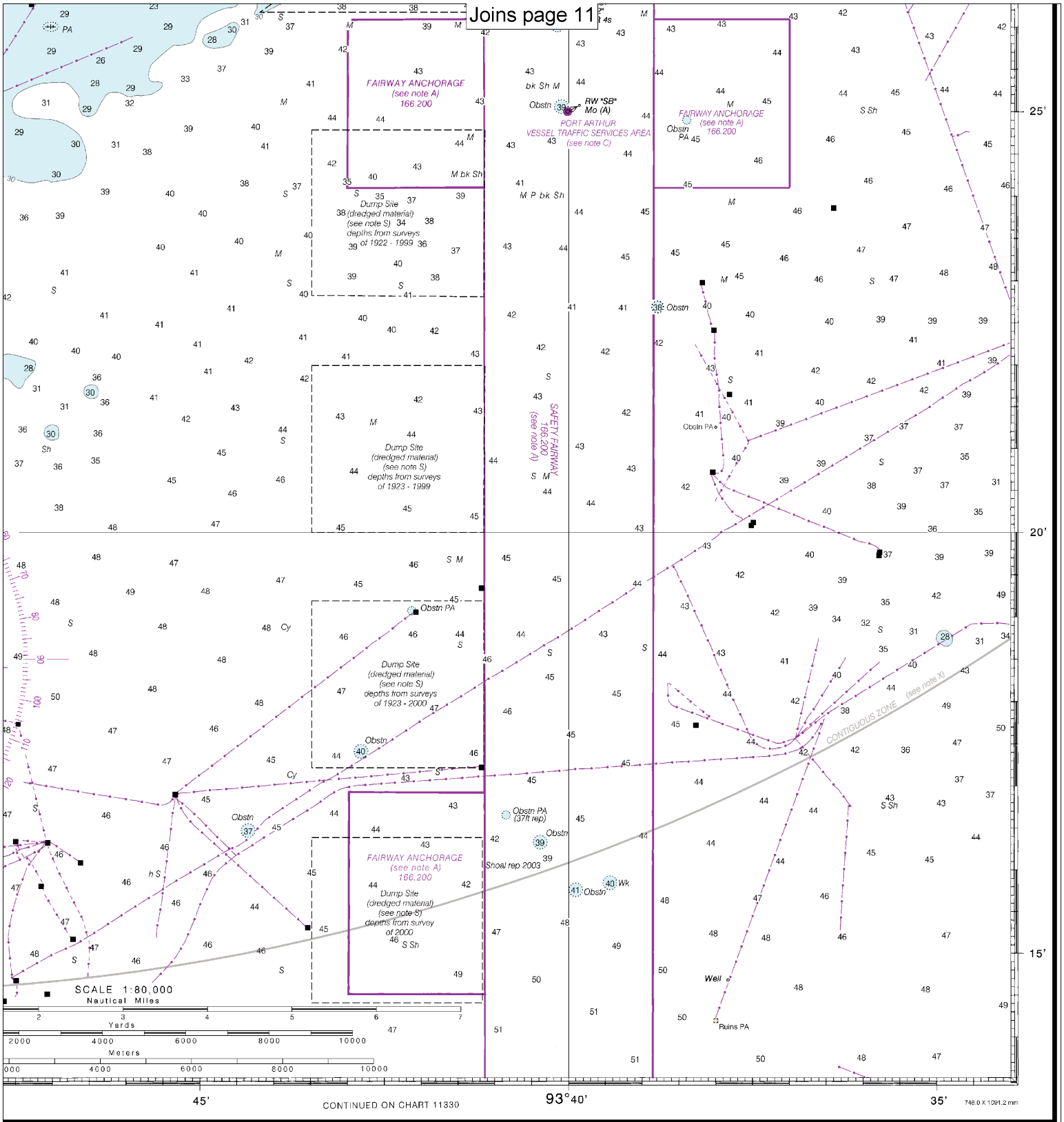
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



FATHOMS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17
FEET 6 12 18 24 30 36 42 48 54 60 66 72 78 84 90 96 102
METERS 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31

Sabine Bank

SOUNDINGS IN FEET - SCALE 1:80,000

11332

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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